

Punching Clock Costs Central \$700,000 a Year

Forced Under Agreement to Allow Hour a Week for Detail, Smith Says, Telling of Ineffective Labor

Federal Rule Expensive

Wages Went Up, Number of Workers Grew Without Increase in Production

From THE TRIBUNE'S Washington Bureau
WASHINGTON, May 19.—Continuing testimony before the Senate Interstate Commerce Committee in the railroad inquiry to-day, A. H. Smith, president of the New York Central Lines, discussed the relationship of the increased cost of labor to the higher cost of providing transportation.

"Loss in the effectiveness of labor" by reason of the national agreement was increased in the bill of the railroad for labor as a result of the reclassification of employees were given by Mr. Smith as among the chief reasons for the greater operating expenses of the roads.

Mr. Smith asserted that a single item—allowance of one hour a week for punching time clocks—cost the New York Central \$700,000 a year. He said that by reason of reclassification there were many instances where a number of employees were required to do the work formerly done by one.

He illustrated the situation by reading figures regarding employment on the New York Central. The number of men employed monthly in the locomotive repair department in 1919 was 12,865; in 1920 it was 12,832; in 1921 it was 13,088. In the locomotive repair department the average pay in 1919 was \$166.52; in 1920, \$167.19; in 1921, \$187.25.

Cost Soars as Piece Work Stops
Mr. Smith told how the cost of maintenance of equipment had been increased. He said that because of abolition of piece work and the operation of the national agreements it cost the New York Central \$5,448,300 more in 1920 and required 60 per cent more men to do only 2 per cent additional work in the company's locomotive repair shops as compared with 1915.

"Under piecework and the other shop conditions existing in 1915 2,799 men turned out 73,072,000 shop miles," the witness said. "In 1920 practically the same mileage was turned out—namely, 74,655,000—but it required the services of 4,521 men. The cost in 1915 was \$2,000,700 and in 1920 \$3,352,000, an increase of \$5,448,300. That is to say, there was an increase of men of 60.3 per cent and an increase in money of 167 per cent, while the mileage output was only 2 per cent."

Referring to the increased cost of transportation as the result of orders, rules and agreements of the Federal control period, Mr. Smith said: "The increased cost of transportation was caused by the reclassification of employees raised, but many employees were placed in higher grades than those in which they were prior to the order and agreement," said Mr. Smith. "The reclassification not only had the effect of raising wages, but very largely increased the number of men."

Wages Raised Automatically
Giving details of higher pay, Mr. Smith said that an air brake repairer in December, 1917, was paid 27 cents an hour. Under an order of the Director General of Railroads the rate was advanced to 48 cents an hour and under the national agreements the classification was changed to that of tender repairer. Automatically the pay was raised to 68 cents an hour.

Beginning at 58 cents, blacksmiths were increased to 68 cents, and then were classified as hammer smiths and given 82 cents an hour.

Application of punitive overtime, on a time and a half basis, the witness added, also added much to the costs of labor.

The effect of the Adamson law, which bene operated since January 1, 1917, Mr. Smith said, "was to establish in contracts for labor and services eight hours as the measure of a day's work in place of ten hours. The result was an increase of \$4,046,000 in the pay of men concerned."

Mr. Smith told the committee that men who dig holes for the telegraph poles were classed as electricians. He said that a man who had been engaged in sharpening crowbars and classed as a laborer was reclassified as a blacksmith at 68 cents an hour, with \$1,710 back pay.

Overtime payments on the New York Central for 1920, he said, "amounted to \$25,504,073 at the punitive rates prescribed by the national agreement. Under former arrangements providing for straight overtime at pro rata rates this would have amounted to \$17,786,138. The additional \$7,717,935 represents the penalty imposed upon the company by the agreement requiring payment of punitive rates."

Mr. Smith said he asked the Director General to modify the rule, telling him that the railroads would rather pay a premium to employees to get the trains in on time than a reward for keeping them out overtime. The Director General refused to change the rule, saying: "The property of the New York Central was very much undervalued" during Federal control, Mr. Smith declared.

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Gompers Needs Spanking, Says Court; Dares Him to Defy Law

Labor Chief Safe in Inviting Contempt Charge by Criticism, but Jail Awaits Him if He Breaks Picketing Injunction, Justice Van Sicken Warns

Supreme Court Justice James C. Van Sicken, replied yesterday to the attack made upon him at a mass meeting held Wednesday night in Cooper Union by Samuel Gompers, president of the American Federation of Labor. He said that what Mr. Gompers needed was a spanking, and that if the labor chief violated an injunction of which he would send him to jail.

The meeting at which Mr. Gompers assailed Justice Van Sicken was called to protest against the use of court injunctions in labor disputes. Mr. Gompers quoted the justice as saying that the courts were the representatives of capital, and said that a man of Justice Van Sicken's type was not fit to sit on the bench and should be impeached.

He challenged the justice to hale him into court for contempt for his remarks. Justice Van Sicken said that in his statements Mr. Gompers was unfair. He declared his critic had not recited the rest of the opinion from which he quoted, and he added that he had received as much criticism for it from capital as he had from labor.

"Mr. Gompers," he said, "knows I can no more cite him for contempt for his remarks than he can have me impeached. He knows that he is safe in his remarks. But if he will violate my injunction I will gladly punish him."

He made public a letter from a union member complaining him on his disordered and that had workmen after worker complimenting him. This man charged that graft had to be paid by union men to get their applications in order, and that had workmen after worker complimenting him. This man charged that graft had to be paid by union men to get their applications in order, and that had workmen after worker complimenting him.

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Both Sides in Printing Strike Claim Vantage

Reports Received From Many Cities in Action Called on May 1 in Attempt to Establish the 44-Hour Week

4,387 Out, Says Union

Allege 242 Firms Have Signed; Employers Assert 259 Are Now Open Shops

Representatives of the employers in commercial printing shops and the officers of the International Typographical Union each claim to have the advantage in the strike called May 1 to establish the forty-four-hour week.

The International Typographical Union states its membership in the strictly book and job shops to be 16,125 and that only 4,387 members are on its list to receive strike benefits. The strike, which started on May 2 in ninety cities, now involves only 315 shops, 242 shops having signed up for the forty-four-hour week.

The employers claim that a much greater number went on strike and the number has been estimated as high as 10,000. Two hundred and fifty-nine shops have been declared open shops. Those shops which have signed up are said to be "one-man" shops or those owned by printers who are members of the union. The larger shops are firm for the forty-eight-hour week and are backed by civic associations and business organizations refusing to give work to the forty-four-hour shops. One very noticeable feature of the strike is the adoption of the open shop or American plan.

Reports From Printing Centers
Recent reports from printing centers indicate that the larger employers are firm for the forty-eight-hour week. Philadelphia is nearly 100 per cent strong for forty-eight hours. Pressmen have joined with the union printers, but have not called out all pressmen in the Curtis publishing plant. The employers claim that half of the commercial plants are operating. No typographer member in Boston has called with the union. Thirty-nine pressmen broke from the union and signed up, making fifty now at work.

Printers in Cleveland struck in all the large plants. Some of the printers have returned to work and the employers are adding to their forces by advertising for help. Grand Rapids, Mich., reports employers firm for the forty-eight-hour week and some plants operating at 15 per cent production. Fifty-seven firms in St. Louis declared for the open shop. These shops do 65 per cent of the commercial printing.

In Baltimore 112 plants out of 118 are standing firm for forty-eight hours and report the strikers to be returning to work. Harrisburg has twenty-five shops employing 550 men. Two hundred and seventy-five men in twenty-two plants went on strike. Three shops employing seven men signed up. About 25 per cent production is maintained. Twenty-six of the larger shops in Denver were declared open. Fifty-five men and women employed in their binderies abandoned the strike and returned to work. Ninety per cent of

the shops in Omaha are now open shops.
Raleigh—All plants on open shop basis beginning May 19. Dallas, Texas—Twenty-two firms declared open shops. Duluth—Sixteen shops closed and employers firm for forty-eight hours. Jacksonville, Fla.—Eighty per cent of the employees acknowledged open shops and accepted forty-eight-hour week. Only seven men quit work.

Situation in Chicago
Chicago has 255 open shops employing 60 per cent of the printers. These are not affected and are running as usual. Two hundred and sixty shops were struck. The closed shops agreed to the forty-four-hour week at the forty-eight-hour wage basis immediately after an arbitration award granted a cut of \$4.35 a week in all departments.

Worcester, Mass., has only four union shops out of a total of thirty-two and they have declared for the open shop. The strike affected the closing newspapers in Easton, Pa., but they are being issued regularly by new help and some old employees who have returned to work.

The bookbinders' strike in New York started April 12 and affected 1,026 men and 80 per cent of the binderies and product. The struck shops are now running with non-union binders and report 25 per cent of normal production.

Davis May Attempt To Settle Troubles In West Va. Mines
Confers With John L. Lewis, Who Says Workers Would Treat With Operators; Inquiry in Shootings Made

WASHINGTON, May 19.—Conditions in the Tug River section of West Virginia were discussed at a conference to-day between Secretary Davis and John L. Lewis, president of the United Mine Workers of America. An official announcement was withheld, but it was indicated that Mr. Davis might attempt to settle the differences between the miners and the operators which culminated in fighting a week ago.

Mr. Lewis said the miners were willing to meet representatives of the coal mine operators in an effort to bring about a peaceful settlement.

WILLIAMSON, W. Va., May 19.—The first anniversary of the battle of Matewan, in which ten persons were killed, passed quietly throughout the Tug River zone to-day, although sixty-nine citizens of Mingo County took occasion to be sworn in as members of the state police to act in case of emergency.

The authorities are investigating shootings at Rawl, War Eagle and the Lyck Creek tent colony.

Reports indicated that the firing at Rawl was of a demonstrative nature. Reports from War Eagle, where the head house, a conveyor and an electric locomotive at the War Eagle coal mine were destroyed by fire, were that the loss would amount to \$50,000. Alex Bishop, president of the Mingo County Court, has gone to the scene with bloodhounds.

John Tussing, shot in the head near the Lyck Creek tent colony, came to Williamson and attending physicians said his wound was not serious. Tuesday and Charles Tully, superintendent of the Crystal Brook mine at Rawl, were fired upon while traveling in an automobile. They abandoned the machine and took refuge in the mountains for several hours. Captain J. R. Brockus, of the state police, is investigating.

Davis Fails in Effort to End Marine Strike

Conferences at Washington Halt Abruptly as Unions Reject Pay Cut and Wire All Ports "Stand Fast"

14 Ships Sail During Day

Benson Says New Scale Must Hold and Owners Reaffirm the Open Shop

All efforts to bring about a settlement of the nation-wide shipping strike terminated in failure yesterday, when the conferences arranged by Secretary of Labor Davis ended abruptly in Washington. Immediately after the conclusion of the conference, labor leaders in this city sent telegrams to every port in the country ordering the striking marine workers to stand fast until further orders.

While the marine workers have expressed a willingness to arbitrate the question of overtime and working conditions generally, they have refused to consent to the fifteen per cent reduction in wages. The steamship owners and the United States Shipping Board refused to recede from the conditions laid down by them, and which led to the strike order going into effect May 1.

Fourteen Ships Sail in Day
Fourteen ships sailed from this port in the twenty-four hour period ending at six o'clock last night. Although this is a heavy sailing, it also represents a large number of coastal ships which are engaged in short runs to and from this port. Some of the fourteen have sailed previously since the beginning of the strike. Of the fourteen, two sailed to foreign ports and four to ports on the Gulf of Mexico.

Winthrop L. Marvin, vice-president and general manager of the American Steamship Owners' Association, voiced the attitude of the operators yesterday when he announced that "all men must come back as individuals." The association will adhere rigidly to its policy announced Wednesday, that it will not hereafter have any signed agreement with any sea-going labor organization.

Benson Reiterates Position
George W. Sterling, district director of the Shipping Board, made public a telegram which he had received from Admiral William S. Benson, chairman of the Shipping Board, which read as follows:

"In order to avoid any misunderstanding by reason of reported developments I reiterate that there has been no change whatever in the Shipping Board position as regards the present marine trouble. I consider the scale fair and just to the men. We are manning and will continue to man our ships at the new scale."

H. H. Raymond, president of the Steamship Owners' Association and president of the Clyde-Mallory lines, said that no proposition looking toward a compromise on overtime pay would be accepted by the steamship owners.

Immigration Bill Signed
WASHINGTON, May 19.—The immigration restriction bill was signed to-day by President Harding.

James M. Beck To Be Solicitor General of U. S.

New York Lawyer Will Take Department of Justice Post July 1; Daugherty Praises His Appointee

Had Other Public Offices

Was Assistant Attorney General Under McKinley; Served in Notable Cases

WASHINGTON, May 19.—Appointment of James M. Beck, of New York, as Solicitor General was announced to-day by Attorney General Daugherty. Mr. Beck, the Attorney General said, will assume his duties about July 1 under an agreement with William L. Frierson, the retiring Solicitor General, in order to expeditiously transfer the work of the office.

"His appointment," Mr. Daugherty said, "may be considered from the standpoint of the country generally as a compliment to the bench and bar."

Mr. Beck, formerly Assistant Attorney General, was admitted to the bar in 1884. In 1888 he was appointed by the Attorney General of the United States as an Assistant United States Attorney for the Eastern District of Pennsylvania. He resigned from that office in 1892 because of the demands of his private practice.

In 1900 he was appointed Assistant Attorney General by President McKinley, resigning in 1903 to become a member of the law firm of Shearman & Sterling, one of the oldest in the city. The firm represented many large corporate and financial interests.

Mr. Beck is a trustee of the Mutual Life Insurance Company, a director of the Mechanics and Metals' National Bank and a trustee of Moravian College, Bethlehem, Pa., from which he was graduated in 1880.

As Assistant Attorney General he argued a number of important government cases, among which were the Northern Securities merger case and the Neely extradition case, in which the power of the government to govern Cuba after the war with Spain was affirmed.

He is the author of "The Evidence in the Case, published in 1914; War and Humanity, 1916, and The Reckoning, 1918. He is an officer of the Legion of Honor (France) and commander of the Order of the Crown (Belgium).

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A SALE OF MEN'S Athletic Union Suits

at far below the regular price

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It is many seasons since Union Suits of this quality were seen below two dollars—and last Summer undergarments of the same quality sold even as high as 3.00.

Every suit perfect, tailored with extreme care, in

Satin Striped Madras, Mercerized Striped Crepe, Figured Madras, and Novelty Batiste. Sizes 34 to 46.

Main Floor

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In most processes there are "short cuts"—ways to cut corners without altering results. In the production of a fine shirt no such short cuts exist.

Is the shirt to fit well and be comfortable? It must be cut full, proportioned accurately, tailored carefully.

Is its pattern to be distinctive? It must be designed and woven by the same organization that tailors the shirt.

Is the color to be fast? It must be dyed to be fast to light, water, acid.

All these things the Manhattan Shirt Company know—and do. In consequence of which, Manhattan Shirts are comparable only to finest custom productions.

These stores are largest distributors of Manhattan Shirts.

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THE simple types of frocks particularly appropriate for holidays, always suitable for summer days, becoming to girlhood every day.

Of Crêpe de Chine, Chiffon, Crêpe Georgette or Organdie in Tucked, Scalloped or Embroidered Models

GIRLS' SIZES - - - 12 TO 16 YEARS
JUNIOR MISSES' SIZES. 13 TO 17 YEARS
NEW GIRLS' DRESS SHOP—Second Floor

Of Crêpe de Chine, Chiffon, Crêpe Georgette or Organdie in Tucked, Scalloped or Embroidered Models

A Fact That Clever Phraseology Cannot Down! SAKS & COMPANY Are Now Showing the Best Tailored

MEN'S SUITS at 45.00

to be seen in New York, in every coloring from blue to brown heathers

THESE suits were made right in our own shops on Broadway, under the guidance of a mature Metropolitan designer who has a keen dislike for anything bordering upon the commonplace. Every suit in the collection has met our rigid standard of tailoring, the cloths are all wool, and the needlework throughout each garment is done with a thoroughness that at once bespeaks the skill of a master craftsman.

Broadway Saks & Company at 34th Street

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